

Protests were entered by them in the strongest terms against the course the government had pursued. The conduct of the enterprise was unquestionable; no doubt occurred during the time the men were in the water. Mr. James Green, the English consul, immediately on the capture of the ship, sent out a dispatch to the American Consul, Mr. Squire Outwell, advising him of the capture. The British steamer was sent to the harbor, but could not obtain a permit to anchor. He has, no doubt, communicated all the facts to the United States government. Immediately after the capture, the property of the company was returned to the government, and the British steamer was sent to the harbor, but could not obtain a permit to anchor. He has, no doubt, communicated all the facts to the United States government. Immediately after the capture, the property of the company was returned to the government, and the British steamer was sent to the harbor, but could not obtain a permit to anchor. He has, no doubt, communicated all the facts to the United States government.

## CHARLESTON.

### Bombardment of Fort Sumter.

### REBEL ACCOUNTS.

### Smart Action Between Our Monitors and the Rebel Batteries on Tuesday Last.

### Four Iron-Clads Engaged in the Morning.

### THE IRONSIDES ASHORE BUT GOT OFF.

### Eight Monitors and the Ironsides Engaged in the Afternoon.

### Incessant Firing Concentrated on Fort Sumter.

### The Ironsides and Keokuk Withdrawn at Four o'clock P. M.

### THE KEOKUK REPORTED SUNK.

### INTENSE EXCITEMENT IN CHARLESTON.

### The Rebel Iron-Clads Gone Down to Engage the Federals.

### The Monitors and the Ironsides Inside the Bar on the 8th.

### The Conflict Not Renewed on That Day.

### THE NEWS FROM WASHINGTON.

### The Richmond Whig of Thursday, the 9th inst., has the following highly exciting intelligence:

### THE ACTION OF THURSDAY.

### CHARLESTON, April 7, 1863.

### The attack on Charleston commenced to-day.

### Four iron-clads out of seven in the Yankee fleet are engaged.

### The firing from the fleet and from Fort Sumter and Moultrie and Morris Island was very heavy.

### The Ironsides was hit, and she ran ashore, but subsequently got off, and was taken out of range.

### At two o'clock in the afternoon eight monitors and the Ironsides opened a fire at a distance of three thousand yards—one mile and three-quarters.

### At half-past two o'clock the firing on both sides became incessant, and was kept up until five o'clock, when it gradually diminished.

### The fire of the fleet was concentrated on Fort Sumter.

### The Ironsides and the Keokuk withdrew from the engagement at four o'clock, apparently disabled.

### Intense excitement prevails in this city.

### Our monitors (the rebel iron-clads Palmetto State and Chicora) have just gone out to take part in the fight.

### Our casualties are one boy killed and five men badly wounded in Fort Sumter.

### Reports from the other batteries have not yet come to hand.

### OPERATIONS ON WEDNESDAY.

### CHARLESTON, April 8, 1863.

### Seven turreted iron-clads and the New Ironsides are inside the bar.

### Twenty-two blockading vessels are off the bar.

### The Keokuk is sunk on the beach off Morris Island.

### There is no disposition on the part of the Federals to renew the conflict.

### THE REBEL VIEW OF THE MOVEMENT.

### From the Petersburg (Va.) Express, April 8.]

### Since Saturday afternoon last the city has been shrouded in a thick fog.

### There were no shots on Charleston. These rumors were as

divulged as numerous, but as they could not be traced to any source bearing even the semblance of plausibility they were not credited. Yesterday early more rumors commenced to circulate, and as the day wore on they gained considerable credence. During the afternoon it was stated that a private telegram had been received by an officer of high position, stating that the attack on Charleston commenced yesterday forenoon, by the approach of the enemy's fleet, and that up to three o'clock the Confederates had blown up one vessel with a torpedo, and sunk three others with their shore batteries. This, we have good reasons for stating, is wholly untrue. We hear, however, from a source entitled to the fullest credit, that three of the enemy's vessels—the Ironsides, the Montauk, and the Monitor built iron-clad, name unknown—did attempt an assault upon Fort Sumter yesterday afternoon. The bombardment commenced at three o'clock, and up to five o'clock a hot shot struck the fort or fallen anywhere near it. As Fort Sumter comprises four acres of ground, and is surrounded by walls fifty or sixty feet high, we must conclude that the Yankee crafts either took position at a great distance off, or else that they are supplied with very inexperienced gunners. It is not stated that the very replied. We presume, however, that the affair is only an attempt to get the range of the guns of the fort and shore batteries, or else a mere feint to divert the attention of our forces, while the real point of attack will be elsewhere. Of course, General Beauregard is fully aware of the craftiness and cunning of the foe, and will be enabled to penetrate all of his subtleties and counteract all of his contrivances. The Yankees will never give a fair fight if it be possible to gain undue advantage, it matters not what means they may employ.

### THE UNION FLEET ENGAGED IN THE ATTACK UPON CHARLESTON.

We give the names of the officers of the vessels attached to Admiral Dupont's squadron, which, from their rate and armament, are likely to participate in the naval engagement now going on at Charleston. As we have not yet received any detailed news, it is almost impossible to give the names of officers who have been detached from non-participating vessels to swell the list of fighting men on board of those engaged.

### THE IRON-CLADS.

NEW IRONSIDES—IRON-CLAD—FLAGSHIP. Rear Admiral S. F. Dupont, commanding. Captain C. B. F. Rogers, Captain of the Ironsides. Lieutenant S. W. Foster, Flag Lieutenant. Commander—Thos. T. Tibbatts. Acting Commander—Geo. C. Belknap. Lieutenant—H. B. Robinson. Surgeon—Martha Duvall. Assistant Surgeon—W. T. Plant, Ed. Kershaw. Paymaster—A. W. Russell. Marine Officer—First Lieutenant H. A. Bartlett, Second Lieutenant J. B. Young. Acting Master—Geo. W. Dornett, J. M. Skillings, J. A. Butler.

Acting Master's Mate—C. W. Howard, G. B. Brady, S. H. Hard, T. E. Harvey, R. F. Morris, Robert Sherman, N. B. Little. Engineers—Chief Engineer, First Assistant, N. B. Little. Second Assistant, O. H. Lackey, R. L. Harris. Third Assistant, E. Battelle, H. C. Rockwith, W. S. Wells. Boatswain—J. B. Bennett. Gunners—Charles Stuart, R. J. Will. Carpenter—G. Bishop. Sailmaker—J. B. Birdall.

### MONTAUK—IRON-CLAD.

Captain—John Lorimer Worden. Lieutenant Commander—Chas. H. Cushman. Acting Commander—W. T. Plant, Ed. Kershaw. Assistant Surgeon—Samuel N. Brayton. Paymaster—Samuel E. Browne. Acting Engineer—John J. McKinley, Geo. H. Avery. Engineers—Second (in charge), Thomas A. Stephens, Robert Potts, Wm. D. Forbes, D. P. McConroy, George M. Greene.

### PASSAIC—IRON-CLAD.

Captain—Perceval Drayton. Lieutenant Commander—Joseph N. Miller. Acting Master—Samuel Hulse. Acting Engineer—Loring G. Emerac. Assistant Surgeon—Edgar Howell. Assistant Paymaster—James P. Woodbury. Engineers—First Assistant, George S. Bright, Second Assistant, Henry W. Robin, Third Assistant, William A. Dripps, Jos. Hoopes; Acting Third Assistant, John Hawkins. (See Pilot)—Benjamin R. Dorey, R. B. Murphy.

### VERMILION—IRON-CLAD.

Captain—John Rodgers. Lieutenant Commander—L. H. Newman. Assistant Surgeon—R. M. Stein. Acting Assistant Surgeon—H. F. Pynchon. Acting Master—B. W. Loring. Acting Engineer—J. C. Cox, S. Baller. Engineers—Second Assistant, J. H. Bailey, D. Hardie; Third Assistant, H. W. Merwin, Aug. Mitchell.

### MAHANT—IRON-CLAD.

Commander—John Downes. Lieutenant Commander—D. B. Harroing. Acting Master—Wm. W. Carter. Acting Engineer—Charles E. Clark, Charles C. Richer. Assistant Surgeon—C. E. Steadman. Assistant Paymaster—Edwin P. Paine. Engineers—First Assistant, J. L. Levering; Second Assistant, T. H. Borden; Third Assistant, Abram Michener, William S. Nell. Pilot—Isaac Seidel.

### PATAPSCO—IRON-CLAD.

Commander—A. M. Ammen. Lieutenant—H. Erben, Jr. Assistant Surgeon—W. L. Wheeler. Acting Assistant Paymaster—D. Leach, Jr. Acting Engineer—J. T. Ross, H. Kneppel. Engineers—First Assistant, B. H. Wharten; Second Assistant, J. B. Carpenter; Third Assistant, J. W. Huxley, G. C. Cook.

### CATSKILL—IRON-CLAD.

Commander—George Rogers. Lieutenant Commander—Chas. C. Carpenter. Acting Assistant Paymaster—J. P. Woodbury. Acting Engineer—J. W. Simons. Acting Surgeon—Geo. H. White, J. B. Linder, and N. B. Buckholt.

### NANTUCKET—IRON-CLAD.

Commander—Donald N. Fairfax. First Lieutenant—A. B. Beardslee. Acting Assistant Paymaster—L. L. Brigham. Acting Surgeon—J. A. Minot Weld. Acting Master—William H. Mabe. Acting Engineer—J. P. Oles and Colin C. Starr. Engineer—J. C. Smedley.

### KEOKUK—IRON-CLAD.

Commander—A. C. Rhoad. Executive Officer—Richard Forrest. Acting Assistant Paymaster—J. H. Brown. Acting Engineer—J. C. Pope. Acting Master's Mate—J. O. Pope. Acting Surgeon—J. O. Pope. Acting Master's Mate—J. O. Pope. Acting Surgeon—J. O. Pope.

### STEAM SLOOPS AND GUNBOATS.

Commander—S. W. Godon. Lieutenant Commander—E. P. Williams. Lieutenant—A. E. McNair, F. J. Higgins. Assistant Surgeon—H. O. Mayo. Assistant Engineer—E. D. Paine. Paymaster—J. L. Brown. Acting Assistant Paymaster—J. C. Pope. Acting Master's Mate—J. O. Pope. Acting Surgeon—J. O. Pope.

### CLANNAIR—STEAM SLOOP.

Captain—J. F. Green. Lieutenant Commander—J. J. Cornwell. Lieutenant—H. H. Hulse. Surgeon—James Sutherland. Paymaster—C. H. Bridgman. Acting Master—S. H. Hill. Acting Engineer—J. H. Fort.

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ing structure and a wrought guard on the after part. This little vessel carried one hundred men all told, and had capacity for her two magazines for two hundred eleven shot, one hundred and fifty seven-inch shell, with sharp and canister, small ammunition and powder in proportion. She appeared admirably calculated for river work, but her speed was only six miles per hour. Her builder was confident that, though in some respects novel in construction, she would be found as shipproof and serviceable as any, and the care and completeness with which he applied every precaution, and multiplied means for offence and defence, gave hopes of a most efficient boat. Mr. Whitney was one of the earliest to study the question, as well as his knowledge of the qualities of iron, gave his opinions weight. The ventilation of the vessel had been carefully attended to, and the accommodations for the officers and crew were of an excellent character.

In many points the details of this vessel were new and interesting. For instance, the entire lower portion of the sides of the turret could be thrown open to admit light and air, and, of course, to effect the expulsion of foul air, and there being a passage on each side of the turret, communicating from one turret to the other, a constant circulation of air was kept up without artificial means, although such means were provided, and which would, in the opinion of many, have rendered the vessel, in point of ventilation, second to none.

THE COMMANDER OF THE KEOKUK. The commander of the Keokuk, a native of the State of New York, but was appointed from Alabama, and is now a citizen of Minnesota. He entered the United States naval service on the 3d of September, 1838. He received his present commission on the 10th of July, 1862. He has been attached to Admiral Dupont's squadron since its organization, and is pre-eminently a man of fight. His courage, bravery and judgment are very marked, and if the Keokuk is really disabled no one will feel the blow more deeply than he. He has served some twenty years, and on shore duty about two years, giving him a total of over twenty-four years in the service.

### THE REBEL IRON-CLADS AT CHARLESTON.

Charleston has in its harbor two iron-clad gunboats or rams—the Palmetto State and the Chicora. The Palmetto State is the larger of them, mounting five heavy guns—two in each broadside and one at the bow. The Chicora is much smaller, and only carries three guns—one in each broadside and one at the bow. These two vessels are the ones which made a raid on our blockading fleet off Charleston on the 13th of January, crippling the Keystone State and Mercedita; but on that occasion neither of them showed any extraordinary powers as a ram. They resemble the Merrimack, which seems to have been the pattern vessel of the Confederates. The armaments of these vessels are first class and of a heavy caliber; but it is not proposed on the part of the rebel Navy Department that they should attack our vessels, but aid in the defence of the harbor. Their light draught will enable them to go over shoal spots and take up advantageous positions, so as to annoy our wooden vessels at the time of our offensive operations. It has been said that they are simply huge floating barns, covered with thin armor; but we do not discredit any abilities which may be due to a vessel bearing the name of iron-clad; but we are confident that they are no match for our Ericsson batteries.

### CONFEDERATE IRON-CLAD PALMETTO STATE.

Commander—D. K. Ingraham, commanding squadron. Lieutenant—W. H. Parker, Jr., Philip Forcher, G. B. Shickel, Robt. J. Brown. Engineer—J. T. Chey. Surgeon—A. M. Lynch. Paymaster—J. M. Lytle. Acting Master—J. M. Lytle. Acting Engineer—J. T. Chey. Acting Surgeon—A. M. Lynch. Acting Paymaster—J. M. Lytle.

### CONFEDERATE IRON-CLAD CHICORA.

Commander—J. H. Tucker. Lieutenant—J. H. Tucker. Engineer—J. H. Tucker. Surgeon—J. H. Tucker. Paymaster—J. H. Tucker. Acting Master—J. H. Tucker. Acting Engineer—J. H. Tucker. Acting Surgeon—J. H. Tucker. Acting Paymaster—J. H. Tucker.

### RECAPITULATION OF GUNS IN THE HARBOR.

Fort Moultrie	104 guns.
Fort Sumter	30 "
Fort Johnson	10 "
Fort Ripley	8 "
Fort Johnson	4 "
Cummings Point battery	4 "
Palmetto State	5 "
Battery at the city	4 "
Palmetto State	5 "
Battery No. 1, Sullivan's Island	18 "
Battery No. 2, Sullivan's Island	14 "
Battery No. 3, Sullivan's Island	14 "
Battery No. 4, Sullivan's Island	14 "
Battery No. 5, Sullivan's Island	14 "
Battery No. 6, Sullivan's Island	14 "
Battery No. 7, Sullivan's Island	14 "
Battery No. 8, Sullivan's Island	14 "
Battery No. 9, Sullivan's Island	14 "
Battery No. 10, Sullivan's Island	14 "
Battery No. 11, Sullivan's Island	14 "
Battery No. 12, Sullivan's Island	14 "
Battery No. 13, Sullivan's Island	14 "
Battery No. 14, Sullivan's Island	14 "
Battery No. 15, Sullivan's Island	14 "
Battery No. 16, Sullivan's Island	14 "
Battery No. 17, Sullivan's Island	14 "
Battery No. 18, Sullivan's Island	14 "
Battery No. 19, Sullivan's Island	14 "
Battery No. 20, Sullivan's Island	14 "
Morris Island, and have three guns each, making a total of	15 "
Iron-clad gunboats	9 "
Grand total	376 guns.

### WHAT THE REBELS THINK OF THEIR DEFENCES.

The Richmond Register of a recent date thus describes Charleston and its defenses. Coming as it does, from a rebel writer, some allowance is due to some parts of the story—

Charleston is situated on a low level point of land, at the junction of Cooper and Ashley rivers. No portion of the city is more than twenty feet above the tide; so that upon approaching it from the harbor its buildings and the beautiful spires of its churches seem to rise directly from the water. The Cooper river joins the Ashley at a right angle from the north, and the continuation of the latter river, running nearly due east, forms the lower harbor and bay of Charleston, which widens gradually from the mouth of the Cooper to the city, a distance of ten miles from the city. On the opposite side of the Cooper river, where it debouches into the harbor, a short distance from the mouth of the Cooper, a small bay, but containing some heavy guns. Nearly opposite, on the southern side of the harbor, on James Island, about two miles distant, is Fort Johnson. About four miles from the city, on the Ashley river, is the fort of Moultrie, a distance of ten miles from the city. On Sullivan's Island, at the distance of two thousand yards, is Fort Moultrie, a distance of ten miles from the city. On Sullivan's Island, at the distance of two thousand yards, is Fort Moultrie, a distance of ten miles from the city.

The fort was designed by Mr. C. W. Whitney, of this city, and was built at the yard of J. S. Underhill & Co., Dry Dock Iron Works. She was launched in the early part of last winter, and sailed from New York on the 11th of March, arriving at Fort Royal on the 26th. [The following is a description of the vessel—

The Keokuk was not only a two-turreted vessel, but was also a ram. She was smaller than the Ericsson Monitor, being one hundred and fifty-nine feet six inches over all, including the ram, which was five feet long. She had a beam of thirty-six feet, with a depth of hold of thirteen feet six inches, and drew nine feet of water. Her side sloped inward at an angle of thirty-three degrees, to the bottom of the hull.

She was built of iron, and her armor extended nearly four feet below the water line. The horizontal deck was five feet above the water line. Her propulsive power was furnished by two propellers and two engines of five hundred horse power. The hull of the vessel was constructed of half-inch rolled iron. She had three masts running the whole length of the vessel, and two fore and aft bulwarks, leaving on each side a space and forming an inner skin, which would probably keep out the water in the event of the outer skin being pierced by shot. In addition to these she had two bulwarks—one forward and one aft—which could be filled with water, so as to settle the vessel down in action. These could be filled in fifteen minutes and pumped out in forty minutes. In using the ram, should the vessel be wrecked so as to cause leakage, the compartment alluded to was to preserve the vessel from sinking. The vessel was submerged one foot by the appliances of these water tanks.

The turrets were immovable, the gun revolving to the three ports pierced in each turret. They weighed each forty tons, and were built of a groundwork of half-inch rolled plates, like the hull, covered with bars of iron four feet thick, standing edgewise, placed one and a quarter inches apart, the interstices being filled with yellow pine. Over all this were three plates, each five-eighths of an inch thick—the whole structure bolted together with one and one-half inch bolts, with countersunk heads, one foot apart. The turrets, therefore, were six and a quarter inches thick. Each turret had three ports, with heavy shutters, working in two halves—one port on each side and one forward and aft. Each turret contained an eleven inch gun, carrying a one hundred and eighty pound shot. These guns moved on revolving slides which were placed on a four inch wide track, the turrets, which were twenty feet in diameter at the base, fourteen feet at the top, being one-shaped—and eight feet eight inches high. The turrets were additionally supported within by bars of five by one inch iron set edgewise, fifteen inches apart, and the ports were made sufficiently large to give the guns ten degrees vertical and eight degrees lateral range.

### THE NEWS IN WASHINGTON.

Washington, April 10, 1863.

It is reported here that one last battery had been reduced by our forces at Charleston. This, I am told, is admitted by the rebel pickets on the Rappahannock.

Washington, April 10—Midnight.

Nothing official has been received to-day in reference to affairs at Charleston, the despatches from the Richmond papers of yesterday being the latest intelligence that has reached here from any source. It is believed that these telegrams are misstatements of official despatches.

The anxiety for further news has superseded everything else here. Some of the government officers are confident of success, but this confidence is not shared by some of the ablest thinkers who have access to all the information there is upon the subject.

Reports from General Hooker's Headquarters. HEADQUARTERS, ARMY OF THE POTOMAC, April 10, 1863.